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SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,053 號零九百一壹壹年肆月廿日光十二時半零十號第 壓香港英美壹仟九百零九年四月八日星期三 HONGKONG, WEDNESDAY, APRIL 8TH, 1903.

PRICE, \$3 PER MONTH

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AN OLD HIGH-CLASS BRANDY
MUCH APPRECIATED IN THE
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[a1545]

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"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

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SIEMSSSEN & CO., Hongkong. [a146]

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8.45 p.m. & 9 p.m. 9.45 to 11.45 p.m., very 1 hour.
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NIGHT CARS on Week Days.
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Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1902. [a1033]

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EMPORIUM.

THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a Specialty.

MCKIRDY & CO.
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Hongkong, 4th April, 1901. [a2354]

MACLAREN'S IMPERIAL
CANADIAN CHEESE,

IN JARS (MEDIUM and SMALL).

Wholesale and Retail from

LANE, CRAWFORD & CO.,
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Hongkong, 22nd October, 1902. [a190]

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FOR SALE.

A SMALL Collection of the Choicest Old
CHINESE PORCELAIN ENAMELS
and BRONZES.
For Particulars, apply to
KERAMOS,
Care of Daily Press Office.
Hongkong, 4th April, 1903. [a1064]

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IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S, SCHULTEZES, AMBERITE
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CARTRIDGES 9, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 25 S.S.G., A.T.E. GUNS and
AMMUNITION, in Variety.

WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. [a125]

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The Nation's Pictures: a Selection from
the Finest Modern Paintings in the
Public Picture Galleries Reproduced
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The Love Letters of Honore de Balzac;
2 Vols. ... 10.50
The Good Queen Charlotte, by Fitzgerald ... 5.00
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Fitz Gerald ... 3.00
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THE FRANKLIN TYPEWRITER.
AMERICAN PLAYING CARDS.
TYPEWRITER RIBBONS
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NO. 314 RELIEF PENS.
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ENVELOPES.
TABLE TENNIS.
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AMERICAN RYE WHISKY.

"HIGH BALL KENTUCKY
RYE"

SOLE AGENTS FOR

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CALDBECK, MACGREGOR & CO.

16, Queen's Road.
Hongkong, 1st April, 1903. [a35]

COTTAM & CO. FIRST-CLASS OUTFITTERS.

SHIRTS.

WHITE, PRINT, ZEPHYR, AND MATT SHIRTS.
SMART DESIGNS. STYLISH FINISH. [a36]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,
\$25 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT
\$22 PER DOZ.

This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

DOURO PORT,
\$15.75 PER DOZ.

A fine, full, and fruity wine.

IMPERIAL BRANDY
\$12.50 PER CASE.

AMOROSO SHERRY,
\$22 PER DOZ.

THE ELITE OF WHISKY—
THE "PALL MALL,"
\$22 PER DOZ.

LA TORRE SHERRY,
\$18.50 PER DOZ.

11 Years old the finest quality shipped.

Each bottle bears an Analyst's certificate.

A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.75 PER DOZ.

Very soft, palatable, and mature.

BENEDICTINE LIQUEUR—
D.O.M.

\$43.75 PER DOZ. QUARTS.
\$45.50 PER 2 DOZ. PINTS.

EVERYBODY SHOULD TRY THESE ITEMS

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG. [a45]

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GENUINE FIRST HAND PIANOS

BY THE FOLLOWING LEADING MANUFACTURERS:

COLLARD & COLLARD, BROADWOOD,
STEINWAY, DORNER, and CHALEN.

CAN ONLY BE OBTAINED FROM

LANE, CRAWFORD & CO.

THEIR SOLE AGENTS IN HONGKONG.

N.B.—In consequence of the NUMEROUS FRAUDS practised on the Public by Makers of COUNTLEFFEIT PIANOFORTES forging the names of the well-known firm of

COLLARD & COLLARD upon them, the latter have adopted the presentation of supplying it with a Certificate of AUTHENTICITY Signed by their Firm, and it is earnestly requested that purchasers TO AVOID imposition will BEFORE PURCHASING insist on its production, and satisfy themselves that the number and description of the instrument correspond with the particulars in the Certificate.

LANE, CRAWFORD & CO. [a34]

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WITH ALL REQUISITES.

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SOLE AGENTS.

[a37a]

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ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND
KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND

NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to THE MANAGER OF WORKS AT HUNG HOM;

[a426] SHEWAN, TOME'S & CO., General Managers.

KODAKS, FILMS, PAPERS.

PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION.

DEVELOPING AND PRINTING

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GOOD WORK. PROMPT RETURN.

THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.

ACHEE & CO.,

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL

Hongkong, 1st April, 1903. [a39]

TIME IS THE TEST
OF ALL THINGS

A SALE WHICH HAS BEEN INCREASING WEEKLY SINCE FIRST
INTRODUCED INTO THIS COLONY, POINTS TO BUT ONE THING. IT
MUST NEEDS BE GOOD TO WITHSTAND THE IMMENSE PRESSURE OF
UPRISING COMPETITION AND YET DEFY COMPARISON. SMALL
MARVEL, THEREFORE, THAT WITH THE FLIGHT OF WEEKS

WATKINS' CROWN BRAND
STONE GINGER BEER

HAS BECOME KNOWN AS THE FAVOURITE BEVERAGE OF THIS COLONY.

WATKINS, LD., HONGKONG. [a37]

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NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY.
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

HONGKONG ELECTRIC CO. OR SIEMSSSEN & CO. [a70]

KELLY & WALSH, LD.

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AERATED WATER
MANUFACTURERS.

ESTABLISHED A.D. 1841.

AERATED
WATERS.

THE WATER used is THE PUREST that can be obtained, and is skilfully FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINEERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used,

GUARANTEEING ABSOLUTE PURITY.

ENGLISH EXPERTS

Manage our Factories, and their actual knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINTMENT TO H.E. THE GOVERNOR AND HOUSEHOLD.

[31]
NOTICE TO CORRESPONDENTS.
Only communications relating to the new columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.
Telegraphic Address: Press. Codes: A.B.C.[31]Ed.
Liber's
P.O. Box, 23. Telephone No. 12

DEATH.
On the 27th February, at the Keeling-Cocos Islands, ALFRED CLUNIES-ROSS, aged 62 years.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD, L.
LONDON OFFICE: 181, FLEET STREET, E.C.
HONGKONG, 8th April, 1903.

We had occasion the other day to comment adversely on the shortcomings of the Detective Department of the Police in the arrest of criminals and the discovery of stolen property. We propose to-day to deal with another branch of the same subject, not less important and not less unsatisfactory. When the Chinese were invited to settle in this Colony on the occasion of its first occupation by the British Government they were guaranteed full protection in their persons and properties, and on the strength of this guarantee they flocked into Hongkong and under the eyes of the British flag prosecuted trade and industries that have largely aided to make the prosperity of the port. During the sixty years of British occupation the Chinese have grown to value and appreciate the security to life and property, the freedom of movement, and the facilities for trade and commerce which are afforded under British rule and its just and equal laws. It is the duty and the interest of the local Government to see that this guarantee remains unchallenged and unimpaired, that the same absolute security to life and property, the same freedom to trade is continued to the Chinese frequenting the Colony as were afforded in the time of Sir HENRY POTTINGER, and other administrators onwards. If, at any time, through lack of firmness or want of thoroughness in any of the administrative departments this guarantee is impaired it cannot fail to have a bad effect on the minds of the Chinese population and will cause a loss of confidence in the Government not easily to be restored.

It is much to be feared that, in consequence of the slackening of the veins in

the Police department, such a crisis is gradually being developed, though the complaints so far are subdued, and pathetic rather than sonorous and clamorous. But from what we can gather there can be no doubt that a feeling of uneasiness, if not of positive alarm, prevails among a section of the Chinese population at the present time. Both in the local and in the Canton papers rumours are ripe of outrages on Chinese of known Reform propensities, which if not absolutely known to be true are *de bon ton*. One of these stories is to the effect that an old man, reported to be HUNG, a leader of the Kwangsi rebels, was recently assassinated in a house at Singingpoon (of course unknown to the Police), and his body smuggled to Canton. The alleged assassin are said to have been handsomely rewarded for their work. One of the Hongkong native papers asserts that the Kwangtung Government maintain a staff of spies in this Colony, for the purpose of finding out and reporting any Chinese supposed to be of progressive ideas or advocates of reform. It is also believed by many members of the Chinese community that the Kwangtung Government have a list of upwards of one hundred Chinese of the influential and enlightened class marked down as persons to be dealt with when opportunity offers. Such opportunities occur when persons labelled as Reformers visit Canton, or any of their family or friends place themselves in the clutches of the mandarins. That there is some good reason for apprehension may well be inferred from the fate of the unfortunate Chinese school master who was brutally murdered in his house in Gage Street on the 10th January, 1901, a crime which has never yet been punished. The Police utterly failing to track the authors down or to discover their personality.

According to Chinese accounts, there is always, every day, a chance of the repetition of that tragedy, and the next victim may not probably be a person of greater distinction. The *wei-yunes* who are led, by the offer of substantial rewards, to plan the disappearance of "wanted" individuals, may at any moment endeavour to vindicate their claim to be successful emissaries of their Government, and a new but secret disappearance from the Colony will be the result. We are not writing in any alarmist spirit. We are well aware that the rumours to which the tea shops and newspapers give currency must be heavily discounted, but there is no smoke without fire, and it is at least certain that the Cantonese spy is always among us watching for an opportunity for mischief. It has been the pride and boast of Great Britain that her soil provides a safe refuge for the political exile from other lands, the man who for conscience sake has been compelled to seek an asylum beneath the Union Jack, and no exception must be made against the Chinese advocate of reform in government. If Chinese criminals take refuge on these shores, it is open to the Chinese Government to apply for their rendition, and this has never been refused when a case has been proved against the person applied for. But when political assassination is threatened or committed in the territory of a friendly State it is high time the Government of such State took measures to meet and defeat the machinations of the Chinese officials or their myrmidons. To do so successfully, however, and detect and prevent murders like that of the Chinese schoolmaster in Gage Street, a very much better and more effective Detective service than now exists in the Colony must be organized.

Yesterdays plague return contained only three cases—two Chinese and an Indian. The latter case came from Praya East. One of the Chinese victims was found on the hillside by the Coffee Plantation; the other came from Poel Street.

The concert given at the Theatre Royal last night by Professor Knopf, assisted by Mesdames Jewell and Coggan and Mr. Grace, was a musical treat which we are seldom privileged to enjoy. Owing to exigencies of space to-day, our report will appear in to-morrow's issue.

A small outbreak of fire occurred on board the steamer *Olympia* in the harbour yesterday afternoon. It originated amongst some stores in the forecastle, but was caught in time extinguished before much damage was done. The Fire Brigade was in attendance.

A heavy fine was imposed at the Magistracy yesterday, upon a Chinaman who was convicted of acting here as a tout for gaming-houses in Macao and selling Macao lottery tickets. He was fined altogether \$125, and paid the money, which shows that dealing in lotteries is profitable for someone.

Whilst a cinder-boat was lying alongside the steamer *Yuen Sang* in the harbour on Monday, the chief officer of the steamer saw one of the coolies throw an iron bar belonging to the ship into the cinder-boat. He caught the Chinaman, and this gave the alarm to the others in the boat, who made off. At the Police Court yesterday, the captured coolie was sentenced to one month's hard labour for the theft of the bar, which was valued at \$20.

The Adelphi Hotel, Singapore, is reported to have changed hands at \$90,000.

Wang Chih-chua has instructed forty-eight native gunboats to guard the waterways between Wuchow and Yung Hien.

The Singapore Free Press again points out the great financial reserve the Colony possesses in the possibilities of an exit tax on the homeward Chinese aliens.

We regret to record the death of Mrs. Wells, wife of Rev. H. R. Wells of the London Missionary Society, Bonham Road. The funeral took place yesterday at Happy Valley.

Singapore has welcomed back Lt.-Col. Dick, R.A.M.C. who left the Colony nine years ago. Col. Dick was in the interval been Professor of Clinical Surgery at Netley Military hospital.

The Paris journal *Libre Parole* of March 4th announced a forthcoming scandal in the shape of extraordinary acts of robbery, which it alleges have been committed by certain French officials in Indo-China.

Captain Greene, of the *Nippon-maru*, had his pockets rifled while staying in a San Francisco hotel on the last trip. His losses included a gold watch which was presented to him by his company in recognition of his services.

The charred remains of a Chinese youth of 18 have been taken from the ruins of the house which was destroyed by fire in Circular Pathway on Monday morning. The lad, who had been reported missing, was employed as a boy-boy in the Hongkong Hotel.

The launch *Pelican*, which was sunk at Kowloon on Monday morning through being struck in the bows by the propeller of the steamer *Sikh* whilst the latter was making for her wharf, has been raised, and will soon be at work again.

Messrs. Molchers & Co., agents for the Nord-deutsche Lloyd, inform us that the new N.D.L. steamer *Zieten* left Genoa on the 5th inst. at 9 a.m. instead of the latish, as per time-table. The *Zieten* is a new class of vessel which the N.D.L. are adding to their fleet.

A paragraph in a northern contemporary states that the people of Manchuria are in feverish excitement owing to the fact that the Russians have shown extraordinary activity to mobilise their troops at the Yalu River. Many of the well-to-do are removing their families to safer places.

It will be remembered that at the recent annual meeting of the P. and O. Company, certain alterations in passenger rates were announced. The *L. & G. Express* learns however, that it is not probable any alterations in the rates will be made for either the Straits, China or Japan during the current year.

Fong Kwei Sang, a school teacher, who was under remand on a charge of obtaining a bribe of \$11 from Chinese, with a view to influencing his conduct as a public officer—to wit, a police interpreter, in which capacity he was acting when the alleged offence was committed—failed to respond to his name when it was called at the Police Court yesterday, and his bail of \$500 was estreated. A warrant has been issued for his arrest.

During the Boxer disturbances of 1900 some Russian merchants appropriated a large piece of land and a jetty at Tongkiu. This valuable land, according to the Peking correspondent of the *Shanghai Times*, they had since refused to return to its rightful owner until quite recently when they came to terms with the Chinese officials. The Chinese got back the jetty for twenty thousand taels and the land with the buildings on it for two hundred thousand taels.

Viceroy Yuan Shih-kai has again sent in a confidential memorial impeaching Vice-President Chang Yen Mou on several charges in connection with his management of the Chinese Engineering and Mining Company. The Empress Dowager, it is stated, believes the charges, and is very indignant. Chang Yen Mou has wired to Tientsin, requesting Mr. Derting and Taotai Yen Fu to come to Peking that he may hold a consultation with them on matters relating to the management of the Chinese Engineering and Mining Co.

The new German river gunboat for China being built at Dantzig will have a displacement of 170 tons and a speed of 13 knots, which is rather better than that of the *Vorwarts* or the *Shamian*. The armament consists of one 8-8 centim., one 5 centim., quick-firing guns, and two machine guns. At the water-line the boat is protected by a strong armour-plating of 8 millim. in thickness, and the conning-tower will be protected by armour-plating 12 millim. thick. The crew will number 53 men. The vessel will be taken to pieces after construction and sent out as freight to be put together again in China probably at Kiu-chau.

It was Vice-Admiral R. H. Napier, whose death is announced, in his 67th year, who conducted the China survey, and in 1882-84 revised the "China Sea Directory." He entered the Navy in 1819, but it was not until he was promoted commander nearly 20 years later, and after serving in the Zorilla Theatre was packed—in fact, the Fire department stopped the sale of tickets, and hundreds were taken away. The performance was vaudeville, and seldom have they met with such enthusiasm. At the close of the performance, the curtain was raised, showing the entire company standing on the stage. The American National Anthem was then sung by the children, and repeated by Master Fred Pollard from the auditorium. The audience responded by cheering the Lilliputians, and the police had eventually to clear the theatre. The booking for to-night, needless to say is exceptionally big. *Dorothy* will be the bill for to-night and to-morrow. The *Grizbi* will be produced on Saturday night.

Whilst a cinder-boat was lying alongside the steamer *Yuen Sang* in the harbour on Monday, the chief officer of the steamer saw one of the coolies throw an iron bar belonging to the ship into the cinder-boat. He caught the Chinaman, and this gave the alarm to the others in the boat, who made off. At the Police Court yesterday, the captured coolie was sentenced to one month's hard labour for the theft of the bar, which was valued at \$20.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

INDIAN IMMIGRATION INTO THE STRAITS SETTLEMENTS.

SINGAPORE, 7th April.

With reference to the subject of Indian immigration which is now being discussed by the Legislative Council, the Government planters are agreed that higher wages must be paid to ensure an increased supply of labour to the Colony and the Malay States.

REUTER'S SERVICE.

THE SOMALILAND EXPEDITION.

LONDON, 5th April.

Col. Manning's column occupied Galadi on the 31st March after struggling through a waterless desert and suffering the greatest privations. The Mullah continues beyond the reach of the expedition, which will remain at Galadi for some time to collect supplies, the transport having completely collapsed.

LATER.

Prior to the occupation of Galadi the British advance force had a stiff brush with a force of the enemy, who lost 5 killed and 15 prisoners. The bulk of the enemy, 12,000 strong, is concentrating near Walwal well, a day and a half distant from Galadi.

RAILWAY WRECKING IN TURKEY.

LONDON, 5th April.

Two more railway wrecks, undoubtedly due to Macedonians, have occurred at Salonika.

FOOTBALL.

LONDON, 5th April.

In the Association match, Scotland beat England by two goals to one.

THE JAPANESE CRUISER SQUADRON.

LONDON, 5th April.

The Japanese cruisers *Itoekushima*, *Matsu-shima* and *Hashidate* have arrived at Fremantle.

[These cruisers it may be remembered had the six cylindrical boilers in each replaced by eight watertubes, the two former by Belleville, with economisers, the latter by the system of Engineer-Admiral Miyabara. Fitting the Bellevilles necessitated costly re-arrangement of hull fittings, additional auxiliary machinery and piercing the armoured deck. The Miyabara system required none of these items, even the boiler valves and funnel of the old boilers being used, so that the respective costs were about 3 to 2. The engines and propellers were as before. The trial showed that the *Hashidate*'s propellers "cavitated," otherwise her full speed should have been 17.1 knots, the *Matsu-shima*'s propellers being better proportioned. These two vessels were originally tried at about 4,100 tons displacement, when their trial trip was 16.5 knots. Recent trials after reboiling gave for full power in the *Hashidate* 15.97 for 4,573 h.p., and in the *Matsu-shima* 14.72 knots for 3,829 h.p.; the natural draught trials gave in the *Hashidate* 14.55 knots for 3,041 h.p., and in the *Matsu-shima* 13.47 knots for 3,060 h.p. The vessels being tried at 4,450 tons displacement. The coal consumption was smaller in the *Hashidate*, and both less than with cylindrical boilers.]

ODD VOLUMES LECTURE.

Under the auspices of the Odd Volumes Society, Hon. F. H. May, C.M.G., Colonial Secretary, lectured in the Chamber of Commerce yesterday evening on Tewish wit and humour. Commodore C. G. Robinson, R.N., presided over a large audience. The lecture was rich in anecdote and very entertaining.

We are sorry that we cannot publish it, as Mr. May stated at the commencement, much to the amusement of his hearers, that he was not desirous of his Hebrew stories becoming public through the Press with the possible result of the exhaustion of a stock which might otherwise last for a year or two. At the conclusion of the lecture, Rev. E. J. Hardy contributed a few examples of Hobnail wit, and Mr. May was awarded a cordial vote of thanks on the motion of the Commodore.

THE LILLIPUTIANS.

The Lilliputians arrived yesterday afternoon on the *Rubi*, after a rather protracted voyage from Manila. They are all in splendid health apparently, and are enthusiastic in their praise of Manila. According to reports to hand, the *Zorilla* Theatre was a memorable one. The *Zorilla* Theatre was packed—in fact, the Fire department stopped the sale of tickets, and hundreds were taken away. The performance was vaudeville, and seldom have they met with such enthusiasm. At the close of the performance, the curtain was raised, showing the entire company standing on the stage. The American National Anthem was then sung by the children, and repeated by Master Fred Pollard from the auditorium. The audience responded by cheering the Lilliputians, and the police had eventually to clear the theatre. The booking for to-night, needless to say is exceptionally big. *Dorothy* will be the bill for to-night and to-morrow. The *Grizbi* will be produced on Saturday night.

Whilst a cinder-boat was lying alongside the steamer *Yuen Sang* in the harbour on Monday, the chief officer of the steamer saw one of the coolies throw an iron bar belonging to the ship into the cinder-boat. He caught the Chinaman, and this gave the alarm to the others in the boat, who made off. At the Police Court yesterday, the captured coolie was sentenced to one month's hard labour for the theft of the bar, which was valued at \$20.

TRAGEDY IN THE HARBOUR.

A sad tragedy occurred on board the steamer *Sikhs* during the night on Monday, the master, Mr. F. J. Pentreath, being found dead in his cabin yesterday morning, a revolver by his side and a ragged bullet wound in his forehead. The first intimation of the deplorable affair came from the steward who entered Captain Pentreath's cabin with his master's morning cup of coffee, and his excited story quickly brought the officers of the ship on the scene. The body was found huddled up on the floor of the cabin and glances showed that once the unfortunate skipper was beyond human aid.

The doctor on the P. & O. steamer *Shanghai*, which was lying close to the *Sikhs*—both vessels were moored to the wharves of the Kowloon Godown Company—was summoned, and on his arrival he pronounced life to be extinct. No weapon of any sort was then seen in the cabin, and the appearance of the wound in the head raised doubt as to what had really caused it. Nothing in the cabin was disturbed, however, everything being left untouched pending the arrival of the police from Tsimshatsui Police Station, where information of the occurrence had been sent.

When Inspector Williamson appeared a closer examination of the cabin was made, and the revolver was found; one chamber had been discharged. The body was dressed in pyjamas, so that the deceased must either have been in bed and got up or been preparing to retire. Those who know Captain Pentreath here refuse to entertain the idea that he committed suicide, and prefer to believe that he met his death by an accident probably when he was cleaning his revolver. He was altogether a different kind of man, they say—always cheery and seeming never to have anything to trouble him. The *Sikhs*, a new vessel on which he was making his first voyage as master, arrived in port on Monday, and was visited by one or two friends of Captain Pentreath who wished to congratulate him on his advancement, which was entirely unexpected and caused through the sudden illness of the former master just before the steamer left the old country. They found him in his usual good spirits, and as unlike a man who had trouble on his mind or who contemplated self-destruction as could be imagined. The deceased, who was a young man of about thirty, unmarried, was well and favourably known on the China coast, and was formerly chief officer of the *Ariadhi*, another of the line of vessels of which the *Sikhs* is one. The funeral takes place to-day.

LATER.

Prior to the occupation of Galadi the British advance force had a stiff brush with a force of the enemy, who lost 5 killed and 15 prisoners. The Mullah continues beyond the reach of the expedition, which will remain at Galadi for some time to collect supplies, the transport having completely collapsed.

COL. SIKHS.

Two more railway wrecks, undoubtedly due to Macedonians, have occurred at Salonika.

FOOTBALL.

LONDON, 5th April.

In the Association match, Scotland beat England by two goals to one.

THE JAPANESE CRUISER SQUADRON.

LONDON, 5th April.

The Japanese cruisers *Itoekushima*, *Matsu-shima* and <

SUPREME COURT.

Tuesday, 7th April.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND COMMANDER BAGL TAYLOR (ASSSESSOR).

SUEQUEL TO A COLLISION.

There was called a cross-action arising out of a collision which occurred on 22nd November about half-past three in the morning in the China Sea about 100 miles N. of Hunan Island, between the French s.s. *Eclair* and the Portuguese s.s. *Hoi-kiang*, while the *Eclair* was going to Kwangchowwan and the *Hoi-kiang* coming up to Hongkong as a consequence of which the latter vessel sank in deep water and the former was seriously damaged.

Mr. E. H. Sharp, K.C. (instructed by Mr. F. Pegat Hett of Messrs. Mooney & Bruton, solicitors), appeared for the *Eclair* and Mr. T. Morgan Phillips, barrister-at-law (instructed by Mr. G. C. C. Master of Messrs. Johnson, Stokes & Master, solicitors), was for the *Hoi-kiang*.

Mr. Sharp, in opening the case, said it was one of exceptional simplicity. The whole case was the course. The *Eclair* in her answer attributed the fault of the collision to the *Hoi-kiang*, on which, it was alleged, no proper look-out was kept; the *Hoi-kiang* improperly starboarded her helm; tried to pass on the wrong side of the *Eclair*; was navigated in a generally reckless and unseamanlike manner; and she violated Articles 18 and 20 of the Regulations for Preventing Collisions at Sea. The *Hoi-kiang* stated that insufficient look-out was kept on board the *Eclair*, that the *Eclair* improperly altered her course to starboard, endeavoured to cross the *Hoi-kiang's* bows, and did not stop and reverse her engines. The *Eclair*, Mr. Sharp went on to say, carried a crew of 34 all told. She was 110 tons burden, 120 feet long and the height of her upper deck was about 12 or 13 feet above the level of the water. She was on the run from Hongkong to Kwangchowwan, carrying mails for the French Government. The *Hoi-kiang* was a smaller boat with a free-board of 4 ft. 6 in. Shortly before the collision the lights of the *Hoi-kiang* were made out about a mile ahead. The latter must have been as nearly as possible end on to the *Eclair*. On her side, the *Eclair* was nearly end on to the *Hoi-kiang*, the latter being just a little on the former's port bow. After making out the other vessel's lights, the *Eclair* ported a little until she dropped the green light and had the red only; and then kept on her course red to red, on which they would have passed safely clear. Until they were close up to one another—something like five or six lengths of the *Eclair* apart—they kept red to red, when suddenly the *Hoi-kiang* shut out her red light and showed her green, indicating that she had starboarded and was crossing the bows of the *Eclair*. When this occurred the *Hoi-kiang* was broad on the port bow of the other steamer. About 20 seconds after the green light appeared the collision occurred. As soon as the *Eclair* saw the green light she did the only thing she could do; she reversed her engines and ported her helm. This course of action, however, had not time to take any substantial effect. The *Hoi-kiang* came into the *Eclair* on her port bow, and the former vessel, which did the striking, went clean into the *Eclair* and practically cut out her amidsides. Fortunately the overhang of the *Eclair* was very great and although she was cut into so deeply she was not cut below the water-line but had an immense hole knocked in her between the water-line and the under side of the main deck. The *Hoi-kiang* remained sticking in the *Eclair* for some minutes and most of the crew and passengers were rescued at that time. The *Hoi-kiang* then went down by the head. Fortunately the *Eclair* put off a boat and rescued the balance of the other vessel's people from the water. The *Eclair* was able to go at slow speed to a village on shore to the eastwards and was there temporarily repaired. Their explanation of the collision was bad look-out on board the *Hoi-kiang*; circumstances appeared to show that all the people on board her were asleep or at any rate off their guard. It was true the steersman was not asleep but he was in the small wheel-house with a lighted compass and could not be expected to see ahead.

EVIDENCE WAS afterwards taken.

GOLD AND VODKA IN MANCHURIA.

According to advices from the Amur region, Russia is threatened with the organisation of another "Russian Republic" in the near neighbourhood of Blagoveshchensk. A claim to work the gold on the Chinese side of the Amur was granted to Count Apraxin; whose agents entered into possession and began work. When the status of Russia in Manchuria changed, in paper, there was something very like a gold "rush" to this neighbourhood, and Count Apraxin's agents have been compelled to organise a regular armed force for the protection of their rights. The situation is reported to be becoming ripe for the interference of the Government. The gold deposits are exceptionally rich. An enormous trade in spirits is being done with the new gold-fields, chiefly from Kharbin. Russian vodka has been imported into Manchuria in phenomenal quantities owing to the closing of the Moscow distilleries with the introduction of the Government Drink Monopoly. The ousted spirit-distillers sent practically two years output off to Manchuria, and as this is now apparently becoming exhausted, a limited company is being formed at Kharbin to establish a distillery on the spot, the Russo-Chinese Bank being the chief movers in the enterprise.

BRITISH CHAMBERS OF COMMERCE.

SIR HECTOR MACDONALD.

STATEMENT BY H.E. THE GOVERNOR OF CEYLON.

BRITISH TRADE WITH CHINA.

The annual meeting of the Association of Chambers of Commerce was held at the beginning of March at the Whitehall Rooms, Hotel Metropole, Lord Avebury, the President, occupying the Chair. Among those present were Lord Krassey, Sir W. H. Holland, M.P., Sir A. K. Rollit, M.P., Sir Joseph Lawrence, M.P., Mr. H. K. Caution, M.P., Mr. E. Parkes, M.P., Mr. Joseph Walton, M.P., Mr. E. Bond, M.P., Sir C. M. Kennedy, Sir R. L. Patterson, M.A., Bartolomé (Vice Consul for France), and M. E. Seve (Consul General for Belgium). It was announced that a communication had been received from the Belgian Chamber of Commerce, inviting the Association to hold its meeting in Belgium in 1900.

On the motion of Mr. Joseph Walton, M.P., seconded by Mr. Elijah Helm (Manchester), the meeting passed the following resolution:—"That in the opinion of the Associated Chambers of Commerce it is essential that His Majesty's Government should take adequate measures for the safe-guarding and promotion of the vast commercial and political interests of the British Empire in China. They regret that in certain railway concessions supplies of rails and rolling stock are confined to particular countries; and trust that His Majesty's Government will protest against such limitations in future, and urge that any companies constituted to construct railways in China should be left at liberty to secure their supplies in any market. They also urge the importance of fully maintaining the most-favoured nation clauses for the trade of the British Empire in any new Commercial Treaty brought into operation in China, and by insisting on the strict observance of the Convention providing for the abolition of internal taxes on merchandise. That a copy of this resolution be sent to the Secretary of State for Foreign Affairs."

GERMANY AND THE YANGTSE.

Germany is very keen on having the same rights and privileges in the Yangtze Valley as any other Power. Her steamers, remarks the *N.Y. Daily News*, came on to the river some forty years after the English and American flags were first seen there but she takes the scriptural view that the last shall be first, and if no convenient room has been left at the open ports for her hulls and her wharves, she has men-of-war and Admirals, and somebody must move to make way for her. That is the idea of the open door entertained by her steamer companies' observes our contemporary, and they are gallantly backed up by their Consuls; while the British steamer companies often find it a hard task to get our Consuls to assist them. Below Nanking there is a well-known cut-off, called the Straw Shoot Cut-off, which saves some thirty to thirty-five miles of distance. Owing to the damage caused by the wash, the steamer companies have been notified that their steamers must not use this cut-off; this order has been impressed on the British and Chinese steamer companies by the British Consuls and the Commissioners of Customs, and is rigorously obeyed by them; but the German steamers pay no attention whatever to the order, and regularly use the cut-off. It is a little galling to the captain of one of the China Merchants' steamers, for instance, to be told by the Commissioner of Customs that he will be fined £100 if he uses the cut-off, and then to see a couple of German steamers in it at the same time. There is, no doubt, reason in the prohibition; but it is not fair that steamers under one flag should disregard with impunity an order that is carefully observed by their competitors under other flags.

NEW U.S. WARSHIPS.

The Naval Appropriation Bill which has been passed by the U.S. Legislature provides for three battle-ships of 16,000 tons displacement and two battleships of 13,000 tons displacement, and entirely eliminates the provision for cruisers. By this arrangement two 13,000-ton battleships are substituted for one cruiser. It is provided that the ships authorised may be built by contract or at the navy yards and shall be built at the navy yards if it is found that a combination of ship-builders exists; the provision for an increase in the personnel of the Navy remains as the bill passed the House, including an increase in number of midshipmen, but the increase is to continue until 1913 instead of 1909 as fixed by the Senate. The total carried by the bill, as agreed to, is \$1,872,291. The cost of the three large battleships is not to exceed \$4,212,000 each, and the two smaller battleships not to exceed \$3,500,000.

THE PEKING SYNDICATE.

In the House of Commons on March 4th, Mr. Yorburgh asked the Under Secretary for Foreign Affairs, whether any, and if so, what steps had been taken by the Government in support of the application of the Peking Syndicate for the grant of the promised concession of the right to construct the railway from the Syndicate's mines in Honan to the Yangtze River at Tsinan.

VISCOUNT CRANBROOK. His Majesty's Chargé d'Affaires at Peking is in communication with the Agent of the Peking Syndicate in China, and has made frequent representations to the Chinese Government in support of the Syndicate's application. Prince Ching informed Mr. Townsend, on the 21st ultimo that telegraphic instructions had been sent to the Director General of Railways to see the Agent of the Syndicate and to negotiate in a friendly spirit

SIR HECTOR MACDONALD.

MISCELLANEOUS NOTES AND NEWS.

IN SANITY AMONG NEGROES.

In the Ceylon Legislative Council on March 24, before the agenda paper was taken up, The Hon. Mr. Stanley Bois said: "I beg, sir, to ask as a matter of urgency whether it is the case, as stated in a Reuter's telegram to the papers on Sunday, that General Sir Hector MacDonald is returning to the island to resume his duties?"

H.E. the Governor: The Hon. Member has raised a very painful question, but, considering the anxiety which has been roused in the Colony by the announcement of Gen. Mac-

Donald's impending return I cannot but admit that his intervention is justified, if not ne-

cessary. It is known to all here that grave,

very grave, charges have been made against

Sir Hector MacDonald. Although the offences

charged are very serious, yet they are not

punishable under Ceylon Law, and, therefore,

cannot be the subject of enquiry in a Criminal

Court in this Colony. When the charges trans-

pired General MacDonald, with my concurrence

and on my responsibility, went to England to

consult his friends and superiors. He has de-

cided to return to Ceylon and meet the charges,

and I have been authorised to convene a Court-

Martial for this purpose. The local Press, with

a self-restraint and propriety which should earn

for them the gratitude and admiration of all

right-minded men, have hitherto abstained

from any comment on this painful subject,

and therefore it is, perhaps, unnecessary for me

to appeal to them to continue this honourable

course, to remember that the case is practically

sub judice and to say or suggest nothing prejudi-

cial to the trial, which every Englishman,

every loyal subject, hopes will result, after a full and searching enquiry, in the complete and

honourable acquittal of a soldier with so splendid

a record of services to his King and country as

General MacDonald.

H.E. the Governor: I have to thank your Excellency for the reply you have just given, but I should like to know what status Sir Hector MacDonald would hold on returning here.

H.E. the Governor: I presume that the Hon.

Member means will be resume his office as com-

manding the troops and as a Member of this

Council? My answer to that is "No." Like

all officers who are about to be tried by Court-

martial he will be placed under arrest, and he

will not again resume his duties until he is

acquitted by the Court which is try the case.

GOLD-MINING IN BORNEO.

Mr. William Kershaw, an Australian mining expert, who has been superintending the setting-up of hydraulic machinery in Netherlands Borneo for a local gold mining venture, styled the Alluvia Mine Company, speaks highly of the results obtained. He says that the last returns show a profit on the concern of one hundred per cent. after deducting working expenses. Mr. Kershaw thus described prospects there:

Borneo offers a good field for gold-mining investment. I have travelled over a considerable portion of Dutch West Borneo, and the opinion I formed of it, from a gold-mining point of view, was very favourable indeed. A yield of 100 per cent. is extremely good, and the Dutch company have a large area of very profitable ground. In my opinion Borneo will become an important gold-producing centre, both for reefs and for alluvium. There is, of course, the great question of labour; but that can easily be overcome. The Dyaks—as the natives are called—and the Javanese, as well as the Malays, are to be obtained in practically unlimited numbers at about 10d. a day, and, provided you have but one pay-day a year, there is no trouble with them. But once they get their pay in their hands they are as some Europeans. The climate is tropical; but if he takes care of himself a European has little to fear from malaria or any similar disease. From what I saw, I should say that it will take some three or four years to open the country up properly. I have no doubt that great results will follow. I may say that during my sojourn in Borneo I received every consideration from the Dutch. Both the Government officials and the private citizens welcome this gold-mining enterprise; and they gave me every assistance I required.

CHINESE FOR SOUTH AFRICA.

The Johannesburg correspondent of the London *Advertiser* writing on the subject of Chinese native labour for South Africa, including an increase in number of midshipmen, but the increase is to continue until 1913 instead of 1909 as fixed by the Senate. The total carried by the bill, as agreed to, is \$1,872,291. The cost of the three large battleships is not to exceed \$4,212,000 each, and the two smaller battleships not to exceed \$3,500,000.

IF YOU REQUIRE BOTTLED ALES, BEERS AND STOUTS.

An American gentleman, from whom I often obtain valuable information, says that the railway engineers in America admitted that the great trunk lines of America would have been delayed twenty years had it not been for Chinese labour. He also remarked that the Chinese never give them any trouble with their women and children. Nevertheless, my friend has great prejudice against them, because when the railways were finished they were turned loose in the towns, and as they are clever adepts in making the best of their surroundings, they interfered with white labour in the cigarette and other trades. When I explained that it was intended to send them back to China he shrugged his shoulders, and said—"Perhaps that might answer." A big engineer, who has had experience of Australia, is not altogether in favour of Chinese labour. He thinks that the Native Labour Association should be shut up and free trading or recruiting allowed.

REMARKS OF THE PARTY OFFERING LIBERTIES OF MACIVERN & CAMERON'S PEN. They come as a boon and a blessing to us. The Rickshaw, the Owl, and the Waverley Pen. Sold at all stations. MACIVER & CAMERON, LTD., Waverley Works, Edinburgh. [2245-3]

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[39]

LORD ROSEBERY ON VENEZUELA.

EXCURSION TO MACAO.

EASTER SUNDAY!

EASTER SUNDAY!

Weather permitting, the well-known and

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S.S. "CHUNGKONG,"

late "Bakan Maru," will make a Special Trip

to Macao leaving her usual wharf on SATUR-

DAY, the 11th APRIL, 1903, at 6.30 P.M., and

returning from Macao on EASTER MON-

DAY, the 13th APRIL, 1903, at 11 P.M. sharp.

Cabinats can be booked at \$4.00 each extra for

Return Trip ONLY.

Refreshments can be obtained on board ship.

Tickets at \$2.00 each (return), obtainable on

Board or at Mr. L. Neoune's Printing Office,

First Floor, No. 25, Connaught Road, Praya Central.

Hongkong 7th April, 1903. [1080]

BANK HOLIDAYS.

IN Accordance with the provisions of Ordinance No. 6 of 1875, the Undermentioned Banks will be closed for the transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 10th and 13th instant respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

T. P. COCHRANE, Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

J. R. M. SMITH, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
The Company's Steamship
"HAITAN,"
will be despatched for the above ports on FRIDAY, the 10th inst., at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIG & CO.,
General Managers.
Hongkong, 8th April, 1903. [1091]

FOR CHEFOU, NAGASAKI AND VLADIVOSTOCK.

THE Steamship
"SAVOIA,"
Captain Deinat, will be despatched for the above ports on WEDNESDAY, the 15th inst., at NOON.
This Steamer has superior accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 7th April, 1903. [1090]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, LONDON AND STRAITS.
THE Steamship

"GLENGARRY"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant will be subject to rot.

No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW,
Hongkong, 7th April, 1903. [1092]

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"AGAMEMNON"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 14th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 14th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th April, 1903. [1093]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, KOBE,
MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.
Hongkong, 7th April, 1903. [1094]

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of cargo from London and Havre et ss. Memphis, from Bordeaux et ss. President Le Roy Lallier and Ville de Marseille, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, to-day, the 7th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 14th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th inst., or they will not be recognised.

All damaged packages will be examined on Tuesday, the 14th inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 7th April, 1903. [1095]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
(Taking cargo at through rates to TSINGTAU,
CHINKIANG and HANKOW.)

THE Steamship

"LOONGMON."

Captain Schulz, will be despatched for the above port on FRIDAY, the 10th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.
Hongkong, 7th April, 1903. [1096]

THE Steamship

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 14th inst., at

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,
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Hongkong, 7th April, 1903. [1097]

ENTERTAINMENT

THEATRE ROYAL,
CITY HALL

LESSERS and PROPRIETORS—Mr. C. A. POLLARD and Mrs. N. CHESTER.

TO-NIGHT (WEDNESDAY).

GRAND OPENING PERFORMANCE,

"DOROTHY."

POLLARD'S

LILLIPUTIAN

OPERA CO.

TO-MORROW (THURSDAY) NIGHT

"DOROTHY."

THERE WILL BE NO PERFORMANCE ON

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AND MONDAY, 11TH AND 13TH APRIL,

"THE GEISHA."

TUESDAY AND WEDNESDAY

"BELLE OF NEW YORK."

Plan now Open. Prices as usual.

A. LEVEY, A. H. POLLARD,

Representative. Manager.

Hongkong, 8th April, 1902. [1068]

SIEMSEN & CO.

Agents.

Hongkong, 7th April, 1903. [1089]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

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Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 14th inst., at

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Hongkong, 7th April, 1903. [1070]

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Apply to—
C. S. L.,
Care of St. Queen's Road Central,
Hongkong, 16th March, 1903. [854]

TO LET.

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Apply to—
G. GIRAUT,
Hongkong, 3rd January, 1902. [72]

TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.
Apply to—
SPANISH PROCURATION,
Hongkong, 1st January, 1903. [73]

TO LET.

SPACIOUS NEW HOUSES and FLATS,
Connaught Road, Des Vaux Road and
Pottinger Street. Close to Blake Pier. Specially
suitable for Offices, Stores, &c. Rents very
moderate.

Apply to—
S. A. SETH,
Dairy Farm Co.;
KWONG SUN TAI,
34, Wing Lok Street,
Hongkong, 27th November, 1902. [80]

TO LET UNFURNISHED.

NO. 33, CAINE ROAD. Available from
1st March.
"COOMBEE," MAGAZINE GAP. Available
from 1st April.

Apply—
Daily Press Office,
Hongkong, 16th February, 1903. [542]

TO LET.

"HARTLEY," STONY BROOKE,
and "INGLEWOOD," RICHMOND
ROAD.
Apply to—
LAU CHU FAR,
Care of A. S. Watson & Co., Ltd.,
Hongkong, 7th March, 1903. [150]

TO LET.

"THE RETREAT," MOUNT KELLETT.
FLATS in MORETON TERRACE,
Causeway Bay, facing the Polo Ground.
No. 1, ELTON TERRACE,
GODOWNS at BOWLINGTON (PRATA
ESTATE).
HOUSES in LEIGHTON HILL ROAD.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st January, 1903. [71]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victor Buildings,
Hongkong, 2nd December, 1902. [82]

TO LET.

FURNISHED completely, with possession
from 1st May, semi-detached SIX-
ROOMED HOUSE, No. 2, GOMES
VILLAS, DES VEAUX ROAD, Kowloon. Cool
and breezy. Facing Kowloon Bay. May be
inspected by appointment.

Address—
C. R.,
Care of Daily Press Office,
Hongkong, 25th March, 1903. [558]

TO LET.

OFFICE, airy and commodious, No. 3,
QUEEN'S BUILDING, 3RD FLOOR.
Apply—
ON THE PREMISES,
Hongkong, 30th March, 1903. [187]

GODOWNS TO LET.

PRAYA EAST. Spacious Two-storyed
and Single-storyed Godowns. Suitable
for Yards or C. O.s.
Also Land for Coal storage.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 31st March, 1903. [1002]

TO LET.

NO. 12, CASTLE ROAD.
No. 74, CAINE ROAD.
Nos. 7, 9, and 11, SEYMOUR ROAD.
1ST FLOOR of No. 49, PEEL STREET.
GODOWNS at No. 32A, PRAYA EAST.
Apply to—
COMPRODOR'S DEPARTMENT,
Nippon Yuen Keisha.

Hongkong, 6th April, 1903. [1073]

TO LET.

PRIVATE BOARD AND RESIDENCE
NOS. 12 and 14, QUEEN'S ROAD
CENTRAL. Entrance by Zelland
Street. Hongkong, 3rd March, 1903. [700]

"TANG YUEN,"

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Macdonald Road;
or
FAIRALL & CO., Queen's Road,
Hongkong, 2nd March, 1903. [681]

TO LET.

BOARD AND RESIDENCE
9, SELBORNE VILLAS,
Kennedy Road.
Hongkong, 14th February, 1903. [52]

BOARD AND RESIDENCE.

MRS. GILLANDER'S,
"GLENWOOD,"
21, CAINE ROAD,
Hongkong, 20th March, 1903. [915]

BOARD AND RESIDENCE.

CONFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill,
Hongkong, 1st January, 1902.

TO LET.

TO LET
TO LET.

NOS. 10, 12 and 14, LEIGHTON HILL
ROAD.
For Particulars, please apply to—
Mr. LI PAK,
Care of Compradores,
NIPPOS YUEN KEISHA,
1st Floor No. 1, Prince's Building, Chater Rd.,
Hongkong, 5th December, 1902. [88]

TO LET.

12, ARBUTHNOT ROAD, SIX-
ROOMED HOUSE.
Apply to—
E. A. DE CARVALHO,
C. F. DE CARVALHO,
Hongkong, 19th March, 1903. [894]

TO BE LET OR SOLD.

THE BUNGALOW on MOUNT KELLETT,
known as "THE SUMMER HOUSE."
For Particulars, apply to—
J. Y. V. VERNON,
Hongkong, 24th March, 1903. [834]

TO LET.

"WESTBOURNE VILLA," NORTH
BONHAM ROAD.
No. 1, CAMERON VILLAS, MOUNT
KELLETT.
Nos. 3, 11, 15 & 18, BELLISSIMO TERRACE,
"BISNEE VILLA," FOKVULUM ROAD,
Land on sea front, Kowloon Marine Lot No. 5,
and admirably suited for the storage of coal.
For terms and particulars, apply to—
LINSTEAD & DAVIS,
Hongkong, 2nd April, 1903. [1048]

TO LET.

A FURNISHED HOUSE in Kowloon.
Apply by letter to—
P.,
Care of Daily Press Office,
Hongkong, 7th April, 1903. [1081]

TO LET.

TOP FLAT of "SEAVIEW," WANCHAI
GAP ROAD. Cool and healthy situation.
Full view of harbour.
No. 8, BEDNAELA TERRACE.
No. 6, MOSQUE JUNCTION.
No. 31, MOSQUE JUNCTION.
And others to suit various requirements.

TO LET.

S. A. SETH,
Care of the Dairy Farm Co., Ltd.,
Hongkong, 7th April, 1903. [735]

TO LET OR FOR SALE.

E X C E L S I O R," No. 10, SAN
LOURENCO, Macao. From 1st
April ext.
Apply to—
Dr. G. P. JORDAN,
2, Connaught Buildings,
Hongkong, 3rd March, 1903. [693]

TO LET.

AN OPPORTUNITY FOR AMERICAN
AND EUROPEAN ENTERPRISE
IN
PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL,

situates at Kowloon, within a few minutes' walk
of the principal landing stages of the
SECOND SEAPORT IN THE WORLD,
and on the Trunk Road of the Projected
HONGKONG-CANTON-RAILWAY,
FOR LEASE ON
VERY EASY TERMS,
owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by the
residents of Hongkong and Kowloon, and by
the Shipping Community calling at this Far
Eastern entrepot of trade.

An exceptionally large and showy building,

capable of extension, with large piece of vacant
land adjoining.

Bounded by main roads leading to the Docks
and Warehouses.

The Establishment has been conducted as a
First-Class Hotel and is a profitable investment.
Is capable of still larger returns if management
is taken over by person devoting exclusive
attention to the business.

Inspection of Books allowed to any one
making bona fide Offers for Lease, &c.
For Full Particulars, apply to—
H. BUTTON JEE,
D'Aguilar Street, Hongkong,
Hongkong, 28th February, 1903. [651]

TO LET.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scott's and Engineering Code.
Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 532 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 59 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 26 "

PATENT SLIP (at KOSUGI).

Can take vessels up to 1,000 tons gross.
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length... 532 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 59 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 26 "

PATENT SLIP (at KOSUGI).

Can take vessels up to 1,000 tons gross.
The WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILDING
and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE.

TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX,

BY
ARTHUR CHAPMAN,
Government Assessor.

Intending Subscribers are requested to send,
as early as possible, Orders for as many copies
as they may require, to—
THE GOVERNMENT ASSESSOR,
The Treasury,
Hongkong, 10th February, 1903. [975]

BOARD AND RESIDENCE.

CONFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill,
Hongkong, 1st January, 1902.

TO LET.

C. S. L.,
Care of St. Queen's Road Central,
Hongkong, 16th March, 1903. [854]

[All hours Received]

RAYNIER'S PARIL,
A ROMANCE OF THE NORTH-WEST
FRONTIER
BY
BERTRAM MITFORD
(Author of "The Ruby Sword," "Sign of
the Spider," "The Word of the Sorceress," etc.)

CHAPTER V.

MURAD AFZUL, TURKESTAN.
Peaks—jagged and lofty, peaks—stark and
pointed, cleaving up into the unclouded but
somewhat brusky blue. Rock-sides, cloft into
wondrous, criss-cross seams; loose rocks again,
scattering smoother slopes of shale, where the
white gypsum streaks forced their way through.
Beneath—far beneath—winding among these, a
mere thread, the white dust of a road. Of vegeta-
tion none, save for coarse, sparse grass banks,
and here and there a sorry attempt at a pi-
tachio shrub. A great black vulture circling
over spreading wing, over this chaos of cliff and
chasm, of desolation and lifelessness, turns his
head from side to side and croaks; for exper-
ience tells him that it seems lifelessness is
but apparent.

"Ya, Allah! and are we to wait here until
the end of the world? In truth, brother, we
had better seek to serve some other chief."

Thus one dirty-white-clad figure to another
dirty-white-old figure—both resembling each
other marvellously. The same bronze visage,
the same hooked nose, and rapturous eyes—the
same jetty tresses on each side of the face, and
the same long and shaggy beard, characterised
these two no less than the score and a half
other precisely similar figures lying up among
the interstices of this serrated ridge, watching
the way beneath. The dirty-white turbans had
been laid aside in favour of a conical dust-col-
oured *kulla*, the central bus of which headgear
blended with the sad tints of the surrounding
rocks and stones.

"I know not, brother," rejoined the second
hooknosed son of the wilderness. "Yet it
seems that since the *Sirkar* has been changed
at Mazaran, a great change too has come over
our father the Nawab."

"Nawab!" repeated the first speaker, with
disgust. "Nawab! How can our chief take
such a dirty title, only fit for swine of Hindu
dolataries. It is an insult on the part of the
accursed Feringhi to offer such a title to a
born son of the mountains, and such a one as the
chief of the Gularazi Nawab!" and the
speaker spat from between his closed teeth,
"Yet, if it serves to place him higher in the
estimation of the Feringhi, and of the tribes
on our neighbours, what matter?" returned the
other. "The Nawab Mahomed Musibin Khan
sounds great in the ears of such."

The screeching laugh which rattled from
the other's throat was checked, for now the attention
of all became concentrated on a cloud of
dust coming into view, and advancing along
the thread of road winding beneath. Eagerly
now, thirty pairs of fierce eyes were bent on
that which moved beneath their gaze—a passing
of men, mounted and armed, to the number of
about three score; and fierce brows bent in
anger, as they scowled upon the representative
of that irresistible Power, which with all its
failings and errors of judgment, yet in the long
run held in salutary restraint the excesses of their
wild hillmen gazed with many a muttered curse.
The time for that night came, in the ordering
of Allah and his Prophet; but it was not to
day—was the thought that possessed several
of their minds.

The cavalcade held on its way, winding round
a high precipitous spur, to reappear again
further on, small and distant, then to vanish en-
tirely where a great *tangti* cleft the heart of the
mountain. And look. Below once more, in the
direction whence it had first appeared, whirled
another cloud of dust, insignificant this time
compared with before.

The eyes of the marauders gleamed from
beneath shaggy brows, and a stir ran through
their numbers. Brown, claw-like hands gripped
the barrels of firearms, no antiquated rifle-
carbine jetsam these, but Lee-Metford magazine
rifles up-to-date, save for a few Martini—while
lances were half drawn from their scabbards,
and gazed at with lovingly murderous gaze
as being replaced again. Yet the group of figures
which emerged into view on the road beneath
was not formidable, consisting in fact of but
four human beings.

Two were mounted, and two on foot, and be-
tween them they were driving several pack ani-
mals laden to their fullest capacity. At sight
of these, the band, all in tactics pre-arranged,
moved down from its eyrie-like lurking place,
dividing as did so, into three.

"Be at peace, brother," this one was saying.
"Are we not safe for we are in the hand of
A. lah? Wherefore then this hurry? Nothing
can be but what is written. But those, I for-
get, my memory growth old with its owner.
Thou art not of the number of true believers."

And he deliberately and leisurely dismounted,
as though discovering a sudden lameness in the
near foreleg of his horse.

"To be continued."

"That is all very well, Ibrahim, who art a
Moleen," said the fat Hindu, whose distressed
impatience was painfully manifest. "None
will harm thee. But I—"

The words died in his throat, choked there by
the sight of a number of stealing figures, fil-
ling down from rock to rock. The countenance
of the unfortunate trader grew a dastardly
white. "Already the road before him was barred,
widely open. His companion, quite unmoved,
was still examining

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon, or, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP	GLAUCUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 14th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	JAYA	Brit. str.	2 m.	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON	DECALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
LONDON	PATERCULUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th June.
LONDON	MYTSON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
LIVERPOOL VIA MARSEILLES	PINGUIN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th May.
LIVERPOOL VIA GENOA	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP	IBABA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 12th May.
MARSEILLES & ANTWERP	JASON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st May.
BREMEN, via PORTS OF CALL	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst., at Noon.
HAVRE & HAMBURG	SACHSEN	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE & BREMEN, HAMBURG	KONIGSBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 5th May.
HAVRE & HAMBURG	SEBIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 19th May.
HAVRE & HAMBURG	SAXONIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 2nd June.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 16th inst., P.M.
TRISTE, &c. via SINGAPORE, &c.	FRANZ FERDINAND	Aus. str.	2 m.		SANDER, WIELKE & CO.	About 20th inst.
NEW YORK, via PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	2 m.		DODWELL & CO., LTD.	On 25th inst., at Noon.
NEW YORK via POETS & SUEZ CANAL	PEMBROKE SHIRE	Brit. str.	2 m.		DODWELL & CO., LTD.	On 22nd inst., at Noon.
MANZANILLO, MEXICO & SAN FRANCISCO, &c.	CHINGWOO	Brit. str.	2 m.		DODWELL & CO., LTD.	On 6th May.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.		DODWELL & CO., LTD.	To-day.
VICTORIA (B.C.) & TACOMA via JAPAN	TAETAB	Brit. str.	2 m.		DODWELL & CO., LTD.	On 18th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	OLYMPIA	Brit. str.	2 m.		DODWELL & CO., LTD.	On 21st inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KERMI	Brit. str.	2 m.		DODWELL & CO., LTD.	On 20th inst.
KAGA MARU	INDEAVILLE	Jap. str.	2 m.		DODWELL & CO., LTD.	On 24th inst., at 4 P.M.
EASTERN	EASTERN	Brit. str.	2 m.		DODWELL & CO., LTD.	On 17th inst., at Noon.
TAJUAN	YAWATA MARU	Jap. str.	2 m.		DODWELL & CO., LTD.	On 10th inst., at Daylight.
KAGOSHIMA MARU	KANAGAWA MARU	Jap. str.	2 m.		DODWELL & CO., LTD.	On 17th inst., at 4 P.M.
KINSHU MARU	KINSHU MARU	Jap. str.	2 m.		DODWELL & CO., LTD.	On 24th inst., at Daylight.
SADO MARU	SADO MARU	Jap. str.	2 m.		DODWELL & CO., LTD.	On 26th inst.
TSINAN	TSINAN	Brit. str.	2 m.		DODWELL & CO., LTD.	On 22nd inst., at Noon.
KASUJA MARU	KASUJA MARU	Jap. str.	2 m.		DODWELL & CO., LTD.	Quick despatch.
KITAI	KITAI	Rus. str.	2 m.		DODWELL & CO., LTD.	On 15th inst.
KWEIYANG	KWEIYANG	Brit. str.	2 m.		DODWELL & CO., LTD.	On 15th inst., at Noon.
SAYOYA	SAYOYA	Ger. str.	2 m.		DODWELL & CO., LTD.	To-morrow.
WHAMPOA	WHAMPOA	Brit. str.	2 m.		DODWELL & CO., LTD.	On 14th inst., at 4 P.M.
LOONGMOON	LOONGMOON	Ger. str.	2 m.		DODWELL & CO., LTD.	About 10th inst.
GOREMONTEL	GOREMONTEL	Brit. str.	2 m.		DODWELL & CO., LTD.	On 12th inst.
DAIJIN MARU	DAIJIN MARU	Jap. str.	1 m.		DODWELL & CO., LTD.	To-day.
ANPING MARU	ANPING MARU	Jap. str.	1 m.		DODWELL & CO., LTD.	On 13th inst.
MAIDZURU MARU	MAIDZURU MARU	Jap. str.	1 m.		DODWELL & CO., LTD.	On 10th inst., at 11 A.M.
HAIAN	HAIAN	Brit. str.	2 m.		DODWELL & CO., LTD.	To-day.
SUNGKANG	SUNGKANG	Brit. str.	2 m.		DODWELL & CO., LTD.	To-morrow, at 10 A.M.
EASTERN	EASTERN	Brit. str.	2 m.		DODWELL & CO., LTD.	On 11th inst., at 10 A.M.
RUDI	RUDI	Brit. str.	2 m.		DODWELL & CO., LTD.	On 11th inst., at 11 A.M.
ROSETTA MARU	ROSETTA MARU	Jap. str.	2 m.		DODWELL & CO., LTD.	On 18th inst., at 10 A.M.
ZAFIRO	ZAFIRO	Brit. str.	2 m.		DODWELL & CO., LTD.	On 21st inst.
TAIYUAN	TAIYUAN	Brit. str.	2 m.		DODWELL & CO., LTD.	On 14th inst., at Noon.
CATHEDRINE APCAR	CATHEDRINE APCAR	Brit. str.	2 m.		DODWELL & CO., LTD.	To-day, at 4 P.M.
PEKIN	PEKIN	Brit. str.	2 m.		DODWELL & CO., LTD.	On 11th inst., at Noon.
IZUMI MARU	IZUMI MARU	Jap. str.	1 m.		DODWELL & CO., LTD.	On 21st inst., at Noon.
CAPRI	CAPRI	Ital. str.	2 m.		DODWELL & CO., LTD.	
HIROSHIMA MARU	HIROSHIMA MARU	Jap. str.	2 m.		DODWELL & CO., LTD.	

SHIPPING.

ARRIVALS.

April 6, AGAMEMNON, British str., 7,010 G. N. Isb., Liverpool and Singapore 1st April, General—BUTTERFIELD & SWIRE.

April 6, BORNED, German str., 2,168, E. Munk, Sandakan 1st April, General and Timber—MELCHERS & CO.

April 6, MICHAEL JENSEN, German str., 710, J. J. Jørgen, Haiphong 1st April and Hoihow 5th, General—JENSEN & CO.

April 6, SAPHIR, Nov. str., 834, Fagerland, Saigon 1st April, Rica—ORDER.

April 7, ANAMIA, Danish str., from Canton.

April 7, GLENGARRY, British str., 1,924, H. M. Wylie, London 20th Feb., General—McGEORGE, BEOS & CO.

April 7, HAICHING, British str., 1,287, A. E. Hodges, Swatow 6th April, General—DOUGLAS, LAPEAK & CO.

April 7, HANSA, German str., from Canton.

April 7, IDZUMI MARU, Japanese str., 2,301, M. Yagi, Kolo and Moji 2nd April, General—NISSON YUSEN KAISHA.

April 7, IVIDENE, British str., 2,277, Tippit, Suton 1st April, General—SANDE, WHEELER & CO.

April 7, KIUKIANG, British str., 1,228, Miller, Hankow 31st March, General—BUTTERFIELD & SWIRE.

April 7, KAMPOT, French str., 412, Batay, Saigon 1st April, Rice and Fish—OEDEB.

April 7, KOUN MARU, Japanese str., 2,376, Y. Minamikawa, Kots 30th March, Coal and General—CHINESE.

April 7, SIBERIA, American str., 11,284, J. T. Smith, San Francisco 11th March and Shanghai 4th April, Mails and General—P. M. S. C.

April 7, SINGAN, British str., 1,407, W. Wavell, Shanghai 4th April, General—BUTTERFIELD & SWIRE.

April 7, TACOMA, American str., 1,639, A. Dixon, TACOMA, 8th March, General—DODWELL & CO., LTD.

April 7, TAISHAN, British str., 1,121, J. D. Jenkins, Kohsiang 30th March, Rice—BRADLEY & CO.

April 7, WHAMPOA, British str., from Canton.

April 7, YARNA, French steamer, 4,38, Negre, Marsella 8th Mar., and Saigon 4th April, Mails and General—MESSAGERIES MARITIMES.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

7th April.

Brough, German str., for Bangkok. Freiburg, German str., for Singapore. Glenfalloch, British str., for Amoy. Jernæs, Norwegian str., for Hankow. Kungsang, British str., for Singapore. Kwangtung, Chinese str., for Shanghai. Farfa, British str., for Amoy. Thaïs, British str., for Swatow. Tosa Mori, Japanese str., for Shanghai. Woosung, British str., for Shanghai. Yuensang, British str., for Amoy.

DEPARTURES.

7th April.

BANGKOK, German str., for Bangkok. HEMMES, Norwegian str., for Hankow. ISLA DE CUBA, U.S. gunboat, for Manila. JASON, British str., for Shanghai. KUMSANG, British str., for Calcutta. KWANGTUNG, Chinese str., for Shanghai. PEKIN, Norwegian str., for Chefoo. SYDNEY, French str., for Europe. THALES, British str., for Swatow. TIENTIN, British str., for Shanghai. TOSA MARU, Japanese str., for Seattle. VICTORIA, Swedish str., for Wuhan. YARNA, French str., for Shanghai. YUNENSANG, British str., for Manila.

VESSELS IN DOCK.

2nd April.

ABEGEEDEN DOOCHE—Lena, U.S.S. Nanwan, Kowloon Docks—Kinsan, Comptor de Filipinas, Sherman, Isla de Cuba, Zafiro, U.S.S. Helena, Hairun, Montane, Herne, Stanley, Hyades, Chingku, Huo, H.M.S. Ocean, Cosmopolitan Dock—Kunsang.

SHIPPING REPORTS.

The American steamer Tacoma, from Tacoma 5th March, had fresh N.E. to E. winds, moderate sea and clear weather throughout from Shanghai.

The British steamer *Taishan*, from Kohsiang 3rd March, had light S.W. to S.E. wind and smooth sea to Capo Varella; from Varella to North of Paracels fresh N. and N.E. wind and rough sea; thence to port fresh to moderate breeze and fine weather.

The British steamer *Hutching*, from Coast Ports 6th April, had strong N.E. wind and heavy falling sea to Amoy. From Amoy to Swatow fresh wind and moderate sea. From Swatow to port fine weather throughout. Vessels in Foochow—Haeskin. In Amoy—Nanhai, Hong Bee, Irene, Clun and Putho. In Swatow—Kweilin, Hangyang, Esang, Wusang, Takang, Chungsang, Hunan, Wuhan, Haibang and Daigzi Maru.

The British steamer *Haiching*, from Coast Ports 6th April, had strong N.E. wind and heavy falling sea to Amoy. From Amoy to Swatow fresh wind and moderate sea. From Swatow to port fine weather throughout. Vessels in Foochow—Haeskin. In Amoy—Nanhai, Hong Bee, Irene, Clun and Putho. In Swatow—Kweilin, Hangyang, Esang, Wusang, Takang, Chungsang, Hunan, Wuhan, Haibang and Daigzi Maru.

The British steamer *Yaching*, from Coast Ports 6th April, had strong N.E. wind and heavy falling sea to Amoy. From Amoy to Swatow fresh wind and moderate sea. From Swatow to port fine weather throughout. Vessels in Foochow—Haeskin. In Amoy—Nanhai, Hong Bee, Irene, Clun and Putho. In Swatow—Kweilin, Hangyang, Esang, Wusang, Takang, Chungsang, Hunan, Wuhan, Haibang and Daigzi Maru.

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OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th April.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL	"CALCHEAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON and ANTWERP	"GLAUCUS"	On 14th April.
LONDON	"DEUCALION"	On 18th April.
ANTWERP	"JASON"	On 28th April.
LONDON	"AGAMEMNON"	On 12th May.
MARSEILLE and ANTWERP	"TANTALUS"	On 17th May.
LONDON	"PATROCLUS"	On 21st May.
LONDON	"HYSON"	On 26th May.
LONDON	"Taking Cargo for Liverpool at London Rates."	On 9th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEFMUN"	On 18th April.
For Freight apply to BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 3rd April, 1903.

[10-12]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKLANG"	On 8th April.
SHANGHAI	"WHAMPoa"	On 9th April.
TIENTSIN	"KWEIYANG"	On 15th April.
MANILA	"TAIYUAN"	On 21st April.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 21st April.
KOBE and YOKOHAMA	"TSINAN"	On 26th April.

The attention of Passengers is directed to the superior accommodation offered by these Liners, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon in charge.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 7th April, 1903.

[11]

PORTLAND & ASIATIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG via INLAND SEA
OPERATING IN OREGON RAILROAD & NAVIGATION CO.

STEAMER	TONS.	CAPTAIN	TO SAIL ON
"INDRAVELL"	4,889	W. E. Craven	April 20, 1903
"INDRAPURA"	4,889	A. E. Hollingsworth	May 14, 1903
"INDRASAMA"	5,197	R. P. Craven	June 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, GENERAL AGENT.

Hongkong, 31st March, 1903.

[14]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ COROMANDEL	About 10th April	Freight or Passage.
LONDON &c.	{ C. D. Bennett	April	See Special Advertisement.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ CHUSAN	Noon, 11th April	Advertisement.
SINGAPORE, COLOMBO, and EBRIAN	{ C. L. Daniel	April	
BOMBAY	{ G. W. Gordon, E.N.E.	Noon, 15th April	Freight or Passage.
BOMBAY	{ C. R. Longden, E.N.E.	About 18th April	Freight only.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th April, 1903.

[11]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRAUDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALCANIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT & PASSENGERS.
KONIGSBERG	HAVRE and HAMBURG	On 14th April.	Passenger.
Capt. Meyer	(Calling at Singapore and Colombo)		
SAMBIA	HAVRE, BREMEN and HAMBURG	On 21st April.	Freight.
Capt. Schmidt	(Calling at Singapore and Penang)		
SEEBA	HAVRE and HAMBURG	On 5th May.	Freight.
Capt. Deinat	(Calling at Singapore and Colombo)	On 19th May.	Freight.
SAXONIA	HAVRE and HAMBURG	On 5th May.	Freight.
Capt. Bremer	(Calling at Singapore and Penang)		
SEGOVIA	HAVRE and HAMBURG	On 2nd June.	Freight.
Capt. Förck	(Calling at Singapore and Colombo)		

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, NO. 1.

RUINART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 7th May, 1903.

[14]

N EITHER the CAPTAIN, the Agents, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—

ECLIPSE, British 4-m. barque, McBrady Standard Oil Co.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the Agents, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—

ECLIPSE, British 4-m. barque, McBrady Standard Oil Co.

[14]

THE RUSSIA EAST ASIATIC COMPANY, LIMITED.

FOR DALNY, PORT ARTHUR AND VLADIVOSTOCK.

THE Russian Steamer.

"KITAI."

Captain Beckanoff, will be ready to load here on the 7th April, for the above ports and will have quick despatch.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 28th March, 1903.

[14]

EXTRA PALE LAGER IN CLEAR BOTTLES OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

THE BREWERY LARGEST IN THE WORLD.

IN THE WORLD.

OF CHINA.

POST OFFICE NOTICES.

85th FRIDAY next being Good Friday, the Post Office will be open for one hour only, i.e., from 8 a.m. to 9 a.m. All outgoing mails will be closed at 9 a.m. The Night Box will be kept open.
SATURDAY.—The Post Office will be open for the despatch of the English mail from 8 a.m. to 11.30 a.m. All other mails will be closed at 11.30 a.m. on that day.
EASTER MONDAY.—The Post Office will be open for one hour only, i.e., from 8 a.m. to 9 a.m. All outgoing mails will be closed at 9 a.m. The Night Box will be left open.
The Money Order Office will be entirely closed during the holidays.
62nd Parcel Mails for Europe, &c., via *Chusan*, will close at 3 p.m. on Thursday the 8th instant.
The Coronet, with the English Mail of the 13th March, left Singapore on Saturday, the 4th inst., at 6 p.m., and may be expected here, or about Thursday, the 9th inst., at 5 p.m. This packet brings replies to letters despatched from Hongkong on the 9th February.
The Coptic, with the American Mail of the 19th ult., left Yokohama on Tuesday, the 7th inst., at daylight, and may be expected here on about Wednesday, the 15th inst.

MAILS WILL CLOSE.

FOR	FROM	PRD.	DATE
Canton	Honam		Wednesday, 8th, 7.30 A.M.
Swatow, Amoy and Foochow	Axping Maru		Wednesday, 8th, 9.00 A.M.
Wuhu	Else		Wednesday, 8th, 10.00 A.M.
Pakhoi and Haiphong	Hainan		Wednesday, 8th, 11.00 A.M.
Macao	Heungshan		Wednesday, 8th, 1.15 P.M.
Manila	Singkang		Wednesday, 8th, 3.00 P.M.
Kumchun and Samshui	Tungkong		Wednesday, 8th, 4.00 P.M.
Canton	Falshan		Wednesday, 8th, 5.00 P.M.
Namto	Taites		Wednesday, 8th, 5.00 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Eastern		Thursday, 9th, 9.00 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma	Olympia		Thursday, 9th, 11.00 A.M.
Shanghai	Whampoa		Thursday, 9th, 4.00 P.M.
Swatow, Amoy and Foochow	Haifan		Friday, 10th, 9.00 A.M.
Shanghai	Loonymoon		Friday, 10th, 9.00 A.M.
Manila	Rubi		Saturday, 11th, 9.00 A.M.
Singapore, Penang and Bombay	Capri		Saturday, 11th, 10.00 A.M.
CHONGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Printed Matter and samples		9.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail.)	Registration		9.45 A.M.
Extra Postage 10 cents)	(Registration with late fee of 10 cents, up to 10.30 A.M.)		
EUROPE, &c., India via Taticorin	Letters		10.45 A.M.
(Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents)	Printed Matter and Samples		9.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail.)	Registration		9.45 A.M.
Extra Postage 10 cents)	(Registration with late fee of 10 cents, up to 10.30 A.M.)		
Singapore, Penang and Calcutta	Saturday, 11th, 11.00 A.M.		
Choclo, Nagasaki and Vladivostock	C. Apak		
Singapore	Sawoo		
EUROPE, &c., India via Taticorin	Java		
(Late Letters 3.40 to 4.00 P.M. Extra Postage 10 cents)	Sachsen		

TO-DAY.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2nd p.m.
TO-MORROW.

Sale, Saltpetre, Tsim-sa-tsui Police Station, Messrs. Hughes & Hough, 11 a.m.
 Holland's Lilliputian Opera Co., Theatre Royal, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

7th April.

ON LONDON.—	TELEGRAPHIC Transfer	17.2
Bank Bills, on demand	17.1	
Bank Bills, at 50 days' sight	17.1	
Bank Bills, at 4 months' sight	17.1	
Credits, at 4 months' sight	17.1	
Documentary Bills, 4months' sight	17.1	
ON PARIS.—		
Fank Bills, on demand	20.1	
Credits, at 4 months' sight	20.1	
ON GERMANY.—	On demand	16.1
ON NEW YORK.—	Bank Bills, on demand	39.1
Credit, 60 days' sight	39.1	
ON LONDON.—	Bank at sight	73
Private, 30 days' sight	73	
ON YOKOHAMA.—	On demand	78.1
ON MANILA.—	On demand	78.1
ON SINGAPORE.—	On demand	1 p.m.
ON BATAVIA.—	On demand	Nominal
ON HAIPHONG.—	On demand	.97
ON SAIGON.—	On demand	3 p.c.p.m.
ON HANGKOK.—	On demand	31.9 p.c.p.m.
ON CHINA.—	Bank's Buying Rate	\$12.20
Gold LEAF, 100 fine, per tael	56.450	
B SILVER, per oz.	22.1	

OPIUM.

Quotations are:—Allow no credit to the catty.
 Malwa New \$1080 to \$1100 per picul
 Malwa Old \$1110 to \$1130 " "
 Malwa V. Old \$1140 to \$1160 " "
 Persian fine quality \$780 " "
 Persian extra fine 10 " "
 Patna New \$1170 to 1 per chest.
 Patna Old 10 " "
 Banaras New \$1169 to 10 " "
 Banaras Old 10 " "

VESSELS EXPECTED.

THE AMERICAN MAILED.
 The P.M. steamer *Siberia* left Shanghai for this port on the 5th inst., at 3 p.m.
 The T.K.K. steamer *America Maru* left San Francisco for this port via Honolulu, &c., on the 27th ult.

The P.M. steamer *Korea* left San Francisco for this port via Honolulu, &c., on the 4th inst.
 The O. & O. steamer *Coptic* left Yokohama for this port yesterday morning, via Inland Sea, &c.

THE GERMAN MAILED.

The Imperial German mail steamer *Sachsen* left Kobe via Nagasaki and Shanghai on the 5th inst., p.m., and may be expected here on or about the 14th inst.

The Imperial German mail steamer *Bayern* left Colombo on the 4th inst., p.m., and may be expected here on or about the 16th inst.

THE CANADIAN MAILED.

The C.P.R. steamer *Empress of India* left Vancouver for Hongkong, via usual ports of call, on the 24th ult. a.m.

THE INDIAN MAILED.

The Indo-China's steamer *Namsung*, from Calcutta and the Straits, left Singapore for this port on the afternoon of the 4th inst.

THE HONGKONG DAILY PRESS, WEDNESDAY, APRIL 8TH, 1903

Milkmaid

BRAND



Milk

Guaranteed

Full Cream.

See this

TRADE MARK

on every

tin.

Largest Sale in the World.

JOINT STOCK SHARES.

Hongkong, 4th April.

COMPANY	PAID UP	QUOTATIONS.
Hongkong & Shantou	\$125	\$622, sales £100 2/3.
Natl. Bank of China		
A. Shares	\$8	\$25, buyers
B. Shares	\$8	\$25, buyers
Foun. Shares	\$1	\$10, sellers
Bell's Asbestos E. A.	\$1	\$24, buyers
Campbell, Moore & Co.	\$12	\$40, ex div. sales
China-Borneo Co., Ltd.	\$10	\$10, buyers
China Light and Power Co., Ltd.	\$20	\$10.
China Prov. L. & M.	\$10	\$35, sel. & sales
China Sugar	\$100	\$110, buyers
Cigar Companies	\$600	\$350, sellers
A. Hambla, Ltd.	\$100	\$18, sales
Philippine Tobacco Trust Co., Ltd.		
Cotton Mills		
Ewo	\$100	Ts. 384, buyers
International	Ts. 75	Ts. 40, sales
Lao Kung Mow	Ts. 100	Ts. 40.
Soeyhoe	Ts. 500	Ts. 100.
Hongkong	\$10	\$17, sellers
Dairy Farm	\$6	\$11, buyers
Fenwick & Co., Geo.	\$25	\$47, buyers
Green Island Cement	\$10	\$224, buyers
H. & C. Bakery	\$50	\$40, sellers
Hongkong & C. Gas	\$10	\$140, buyers
Hongkong Electric	\$10	\$14, sellers
H. H. L. Tramways	\$100	\$74, buy. & sales
H. & S. Steam Water	\$10	\$112, buyers
Levi's	\$100	\$327, sellers
Hongkong Hotel	\$50	\$145, sales
Hongkong Ice Co.	\$25	\$324, sales
H. & K. Wharf & G.	\$50	\$95.
Hongkong House	\$50	\$121, buyers
H. & W. Dock	\$50	\$15, sales
Insurance		
Cantou	\$50	\$165, buyers
China Fire	\$20	\$80, sales
China Traders	\$25	\$60, sellers
Hongkong Fire	\$50	\$301, buyers
North China	\$25	Ts. 200, sis. & buy.
Strata	\$20	\$1, nominal
Union	\$100	\$635.
Zhangzai	\$50	\$140, buyers
and Building		
Hongkong Land Inv.	\$100	\$1751, sales
Hongkong Estate	\$10	\$12, buyers
Kowloon Land & B.	\$30	\$421, buyers
West Point Building	\$50	\$55.
Laon Sugar	\$100	\$124, sellers
Malins Invest. Co., Ltd.	\$50	\$15, sales & buy.
Shipping		
Charlottesville	Fcs. 250	\$600, sellers
Seebu	\$5	\$1, buyers
Tunjan	\$10	\$14, buyers
Do. Preference	\$1	\$15, sales & sol.
Raubs	15/10	\$18, sellers
Now Amoy Dock	\$6	\$31.
Riente Hotel, Manila	\$50	\$27.
Lowell, Id.	\$10	\$10, buy. & sales
Robinson Piano Co., Ltd.	\$50	\$60, nominal
Union Steamship Co., —	\$100	\$27.
China and Manila	\$25	nominal
Douglas Steamship	\$60	\$43, buyers
H. & Canton and M.	\$15	\$14, buyers
Indo-China S. N.	\$10	\$10, sales & buy.
Lei Transport and Tramway Co., —	\$1	\$176, buyers
Star Ferry	\$10	\$27, buyers
Lebra Planting Co.	\$5	\$14.60, sellers
United Asbestos	\$4	\$34, sellers
Do.	\$10	\$15.
Universal Trading Co., Ltd.	\$20	\$22, buyers
Watkins, Ltd.	\$10	\$74, ex div. sellers
Watson & Co., A. S.	\$10	\$144, buyers

VEENON & SMYTH, Brokers.



SHIPPERS

Cutler, Palmer & Co., London

AGENTS

LANE, CRAWFORD & CO., HONG KONG.

SHING KEE DAIRY FARM.

COWSHED AT WONGNEICHONG EAST.

FRESH MILK, CREAM, BUTTER AND

CHEESE, NO. 49, COCHRANE STREET

CENTRAL, Hongkong, 7th April, 1903.

\$1076